

THE ROBINSON PIANO COMPANY, LIMITED

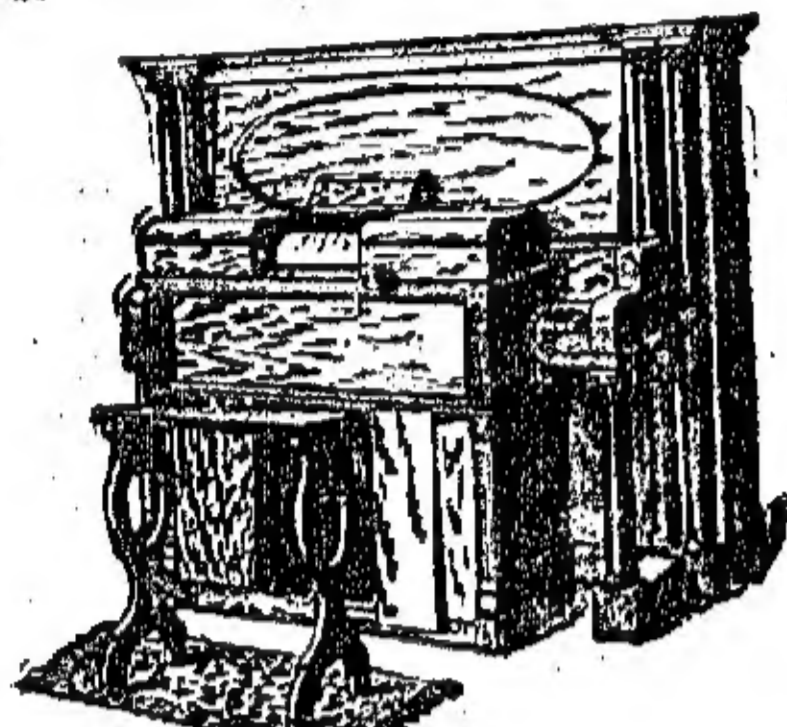
NOTE.

ENTIRELY
NEW STOCK
ARRIVING.
SPECIALLY AND MOST CAREFULLY
CHOSEN BY OUR
MR. ROBINSON,
NOW IN EUROPE.

GREAT REDUCTIONS

in our present stock of Pianos and Musical
Goods.

Our NEW STOCK has arrived.



THE APOLLO MASTER PIANO PLAYER

THE BEST OF ALL.

THREE STYLES.
PRICE FROM \$50 UP.

PATTI ENDORS THE APOLLO.

Adeline Patti (Baroness Cederstrom) has given another great testimonial to the Apollo Piano-player. She was so delighted with the instrument that she purchased her last year that this second testimonial is even stronger than the first one that she gave.

Mrs. Patti says that "the Apollo never has given her the slightest trouble and that the new concert grand is one of the most wonderful and perfect piano-players that she has ever seen."

Hongkong, 15th October, 1903. [3335]

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China having European
light workmen. Equal to Home Work.

FURNITURE WAREHOUSEMEN

A CHEE & CO. Established 1850.
Ferry Household Requisites. Depot for
Bestman's Kodak Films and Accessories.
12, Queen's Road Central.

CHEONG LEE & CO. Furniture Store
Established over 20 years. Importers and
Exporters, Teakwood Furniture, Black-
wood, Jewellery, &c. highest grade,
best and cheapest. 5, Queen's Road
Central.

JEWELLERS

MAISON LEVY HERMANOS
Diamond Merchants and Watchmakers, 40
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hilo.

PHOTOGRAPHER

M. MUMEYA, JAPANESE ARTIST.
Bromide and Cyan Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; 116, 8A, Queen's
Road Central.

PRINTING

"DAILY PRESS" OFFICE
Proofs read by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Sailmakers, Provision
and Coal Merchants, Sole Agents for
Hartmann's Raisins, Genuine Com-
position Red Head Brand.

BISMARCK & CO.,
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour.

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Provisioners,
Coal Merchants, Hardware, Engineers,
Tools, Irons and Iron Merchants,
144, Des Voeux Road.

WATCHMAKERS

DEOZ & CO.,
14, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts, at moderate rates.

CHEONG SHING GENERAL EXPORTERS.

DEALERS IN
JEWELLERY, DIAMONDS, PEARLS
PRECIOUS STONES, SILKS, IVORY
WARES, EMBROIDERIES AND
FINGER SILK.
Wholesale and Retail. Prices very moderate.
No. 39, QUEEN'S ROAD CENTRAL
(Opposite Messrs. C. J. GAUFF & Co.).
Hongkong, 16th May, 1903. [317]

PUBLIC COMPANIES

A. S. WATSON & CO., LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND on account
of the year 1903 at the rate of Fifty
Cents per Share (or Five Per Cent on the
Capital of the Company) will be payable at the
HONGKONG AND SHANGHAI BANK, Hongkong,
on and after MONDAY, the 30th instant, on
Warrants to be obtained from the undersigned.
Local Shareholders are requested to apply at
the Company's Office for their Warrants.

The Dividend will also be payable at the
HONGKONG AND SHANGHAI BANK, Shanghai,
on presentation of Warrants there, on and after
the same date.

The REGISTER OF SHARES will be
CLOSED from MONDAY, the 23rd instant,
until MONDAY, the 30th instant, both days
inclusive, during which period no Transfer of
Shares will be registered.

By Order,
A. H. MANCELL,
Secretary.

Hongkong, 14th November, 1903. [3156]

THE CHINA TRADING INSURANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the
THIRTY SEVENTH ORDINARY
MEETING OF SHAREHOLDERS in this
Company will be held at the HONG-
KONG AND SHANGHAI BANK, Hongkong, on
TUESDAY, the 8th Dec., at Twelve o'clock Noon, for
the purpose of receiving the Report of the
Directors, together with Statement of Accounts
to the 30th April last, and of declaring
Dividends.

The TRANSFER BOOKS of the Company
will be CLOSED from the 24th inst., to the
30th proximo, no days inclusive.

By Order of the Board of Directors,
JAMES WHI TALL,
Secretary.

Hongkong, 17th November, 1903. [3180]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

THE SHARE CERTIFICATE No. 2635
for Fifty shares, numbered 221/222 in-
cluding the re-issue in the name of
JOM GREAVES GOWLAND having
been lost, NOTICE IS HEREBY GIVEN
that unless the said Certificate be produced at
the Office of the DOUGLAS STEAMSHIP
CO., LTD., Victoria, Hongkong, before 17th
DECEMBER, 1903, a new certificate for the
said shares will be issued and the old certificate
will thereafter be held by the Company as null
and void.

DOUGLAS LARRAIK & CO.,
General Managers.

Hongkong, 17th November, 1903. [3173]

HUMPHREYS ESTATE AND FINANCE
COMPANY, LIMITED.

SHAREHOLDERS are hereby notified that
in accordance with the Special Resolutions
passed on 31st October, and confirmed on 18th
November, 1903, they are entitled on application
to an allotment of one share for every two old
shares held by them. Forms of application will
be sent to every shareholder.

The sum of \$2.50 per share will be payable
on application, on or before the 4th of January,
1904. Two months' notice of any calls will be
given.

Shareholders desirous of paying on or before
the 4th January, 1904, the whole amount
payable in respect of their shares, can do so,
and in such event will receive fully paid up
scrip in exchange.

The new issue will rank for Dividend pro rata
from 1st January, 1904, according to the
amount paid on such shares on 4th January,
1904.

The Register of Shares will be closed from
17th December, 1903, to 4th January, 1904,
both days inclusive.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 1st December, 1903. [3317]

DAVID CORSE & SON

MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELIANCE CROWN

TARPAULING

ARNOLD, KARBURG & CO.

Sole Agents.

MITSU BISHI DOCKYARD

AND ENGINE WORKS,

NAGASAKI.

CODE WORD: "DOCK" NAGASAKI.

A.I., A.B.C., Scott's and Engineering Code.

Used.

DOCK No. 1 (at TATEGAMI).

Extreme Length... 323 feet.

Length on Blocks... 513

Width of Entrance on Top... 89

Width of Entrance on Bottom... 77

Water on Blocks at Spring Tide... 26 1/2

PATENT SLIP (at KOSUGI).

Can take vessels up to 1,600 tons gross.

DOCK No. 2 (at MUKAJIMA).

Extreme Length... 371 feet

Length on Blocks... 350

Width of Entrance on Top... 66

Width of Entrance on Bottom... 53

Water on Blocks at Spring Tide... 22

PATENT SLIP (at KOSUGI).

Can take vessels up to 1,600 tons gross.

THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
as in REPAIRING OF SHIPS.

The COMPANY has a SALVAGE
STEAMER, 712 TONS GROSS, FITTED
8th POWERFUL SALVAGE PLANT
READY AT SHORT NOTICE. 1877

ARGUS DE LA PRESSE.
FONDÉ EN 1897.

POUR être sûr de ne pas laisser échapper
un journal qui aurait annoncé il était
abonné à l'Argus de la Presse, qui lit, découpe,
et traduit tous les journaux du monde, et en
fournit les extraits aux importateurs quel qu'ils
soient.

HECTOR MALOT (Zylo, p. 70 et 323)
L'Argus de la Presse fournit aux artistes,
littérateurs, savants, hommes politiques, tout
ce qui paraît sur leur compte dans les journaux
et revues du monde entier.

L'Argus de la Presse est le collaborateur in-
digné de tous ceux qui préparent un ouvrage
exigeant une question, s'occupent de statistique
etc., etc.

S'adresser aux bureaux de l'Argus, 14, rue
Ironcut, Paris. Téléphone.
L'ARGUS LIT 5,000 JOURNAUX PAR JOUR. [39]

MR. CHAMBERLAIN'S BIRMINGHAM

HAM S. ECH.

On the night of the 4th ult. Mr. Chamberlain
appeared before his constituents and addressed a
meeting of 10,000 people in the Bingley Hall,
Birmingham. For many a day four guineas each
was paid. Thousands of people were disappointed
by not obtaining admission to the hall.

Mr. Chamberlain, on rising to speak, had an
immense reception. He said he was grateful to
many recognised that his ideas were no delusions
of a madman. He was convinced that the
workers would keep an open mind, and that they
would not necessarily consider it blasphemous to
readapt a policy 50 years old to modern require-
ments.

A POPULAR DELUSION.

His opponents declared, Mr. Chamberlain
said, that in the days of protection the country
was in a state of unexampled misery and
destitution owing to the corn laws and to
protection, and that when those restrictive laws
were repealed there was a magical change to
cheap food and universal prosperity, all
resulting from the fiscal change. That was a
popular delusion. If that contention of the
free traders was correct, how did they account
for the fact that protected countries were
progressing much more rapidly than ourselves?

PROSPERITY UNDER PROTECTION.

Mr. Chamberlain then entered into a long
historical argument to show that years of great
prosperity under protection had placed England
in the foremost rank of nations, with absolute
commercial supremacy over the world. The
crisis of 1841, he said, was not due to protection
or to the dear loaf, but to bad trade and over-
production. Bread was then much cheaper than
it had been many times since the repeal of the
corn laws. The Chartists instigated the riots
to secure electoral reform. Their leaders
opposed those who were working for the re-
peal of the corn laws. The freetrade agitation was
of the manufacturers, not of the workers.

PROSPERITY UNDER FREETRADE.

Quoting from Cobden and Monckton, he
said that the unparalleled prosperity of the next
quarter of a century after the repeal of the corn
laws was due to the gold discoveries and to the
extension of railways, and the increase of
steamers stimulating trade. Then the previous
policy of protection which she had enjoyed
enabled England to take advantage of the boom.
Apart from the non-fulfilment of Cobden's
expectation of an era of free exchange between
the nations, a great change had occurred over
the political and commercial relations of the
colonies.

VALUE OF COLONIAL TRADE.

The trade of the colonies with Great Britain
had increased by leaps and bounds, concealing
the deficiency in our foreign trade. Apart from
affection and gratitude it was to our interest
to stimulate the prosperity of the colonies. At
present emigrants from Great Britain chiefly
settled under a foreign flag, and the Empire
lost their support. If those emigrants settled
in Canada, they would each pay £2 worth of
British goods a year. If in Australia, £5 or
£6, and if in South Africa more. It was better
to develop the colonial trade than to pick up
foreign crumbs. Everything contributing to
increase the prosperity of the colonies and fill
up their waste lands would react favourably on
the motherland. "If you are not sympathetic
to the colonies," said Mr. Chamberlain, "and
do not listen to them because they have adopted
a policy different to yourselves, if you reject
their patriotic offers, which are partly inspired
by a desire to co-operate with you in the task
of sustaining the Empire, the opportunity may
never recur. Without the bond of commercial
unity you will never secure Imperial Federa-
tion."

FREETRADERS AND THE COLONIES.

The freetrade leaders in 1846, he continued,
were not enthusiastic towards the colonies.
Cobden and a large party hoped that the time
would be loosened. Now circumstances had
changed. He (Mr. Chamberlain) sometimes
questioned if modern freetraders had really
abandoned their antiquated views, whether they
really desired closer relations with the colonies.
The speeches of Sir W. Vernon-Harcourt, of
Sir Henry Campbell-Bannerman, and Mr.
Leonard Courtney did not reveal a true appre-
ciation of what empire meant, or any sympathy
with this great ideal of the British people.
"I cannot see," Mr. Chamberlain continued,
"that they care a brass button about Imperial
union, but only about the union of the Radical
party."

THE ATTITUDE OF FREE-FOODERS.

"I do not attribute similar views to Mr. C.
T. Ritchie, Viscount Goschen, the Duke of
Devonshire, and Sir Michael Hicks-Beach,
though I am totally unable to understand their
position. They seem Imperialists in theory,
but little Englishmen in practice. They wish
to see Imperial union, but they refuse to do
anything to secure it. Sir Michael Hicks-
Beach refused to grant a preference to Aus-
tralian wine, and to Indian tea, to a colonial sugar,
and to colonial corn. He refused to do a little
better for our brothers than for strangers.
That is not an Imperialist policy. The Free-
food League, who first professed to be deter-

mined freetraders, now support a Government
pledged to stop unfair foreign competition and
dumping. The free fooder protest less against
protection than against preference to the
colonies.

MR. ASQUITH'S FEARS.

"While sympathising with consolidation
of the Empire," Mr. Asquith thinks that
directly you negotiate with the colonies you
will quarrel. You may negotiate with for-
eigners and conclude treaties on the most
ticklish subjects with them, but for heaven's
sake never negotiate with your friends in the
colonies. The Imperial council which he
favours, and which the colonists have already
two or three times rejected, if established
would deal with those delicate matters of
Imperial defence and Imperial taxation.
Yet Mr. Asquith thinks their sentiment and
good feeling too brittle to talk about a tax on
brasswork. I believe that we may as safely
negotiate with them as with any people on the
face of the earth. They will meet us with a
greater desire to come together than anyone
else.

COLONIES OFFERED PREFERENCE.

Mr. Asquith says that the colonies will not
show the slightest inclination to respond, and
will offer nothing in return. I would where
he derives his astounding information. I am
not presumptuous enough to pre-
dict beforehand exactly what each colony
will do in cases which have not arisen, but I am
certain they will do right. At any rate, they
asked for a preferential system of tariff, and
the colonial representatives were not repudiated
when they returned to their States. Both
parties in Canada favour reciprocity. The
Premiers of the Commonwealth of Australia
and of New Zealand have made reciprocal
preference a leading article of their programmes.
Mr. G. Reid, the leader of the Opposition in
the Commonwealth, is reported to have offered
to give the motherland a preference of 50 per
cent. South Africa has given a preference of 25
per cent. Itemising the response of the
colonies in our time of stress, I am not prepared
to treat their proposals with contempt. I be-
lieve that we can negotiate without a quarrel.
I am confident that they will show the same
generosity and patriotism as ourselves."

SECURING HOME TRADE.

"I am astonished at Mr. Asquith accusing me
of ignoring the home markets, since it is the
main object of my crusade to secure a strong
home trade and make Great Britain the centre
of a self-sustaining Empire. If our foreign
trade declines, and dumping continues, the home
trade will suffer even if it is prosperous. As
Mr. Asquith thinks, I do not sympathise with the
fallacy underlying the contention that secondary
and inferior industries may replace the primary
industries; thus when the sugar industry is
destroyed by jam, when iron has gone make
monstrous, when the cotton industry is
threatened by making dolls' eyes."

SOME INSTANCES OF DUMPING.

"The building trade is one of the few
naturally protected. Mr. Asquith says I
produce few instances of decaying indus-
tries. I could produce scores and scores.
Jewellery, the smaller brass manufactures,
and the making of pearl buttons are all in-
stances appealing to Birmingham. All have
suffered heavily by foreign tariffs. British
exports of cycles to foreign protected countries
fell by £366,000 in 10 years, while during the
same year exports to the colonies rose
by £267,000. During the depression of
1897 the Americans dumped £400,000
worth of cycles in Great Britain and £340,000
worth in the colonies, all of which Great
Britain could have produced under my policy."

CONCLUSION.

Mr. Chamberlain ridiculed the arguments of
the big loaf and the little loaf, and exhibited
two loaves baked to exact weights—the one with
free flour and the other with taxed flour—for
the one price to show the loss under the corn
tax he proposes. Personally he said he was
unable to see the difference in their size. This
incident convulsed the meeting.

Mr. Chamberlain spoke for two hours with
wonderful vivacity. A resolution approving of
his policy was passed by the meeting.

CLARKE'S B 41 PILLS

are warranted to cure, in either sex, all acquired or
constitutional Discharges from the Urinary
Organs, Gravel, and Pains in the Back. Free
from Mercury. Established upwards of 30
years. In Boxes 1s. 6d. each, of all Chemists,
and Patent Medicine Vendors throughout the
World. Proprietors, THE LINCOLN AND MID-
LAND COUNTIES DRUG COMPANY, Lincoln,
England.

CAMPBELL, MOORE & CO.,

LIMITED.

HONGKONG HOTEL BUILDING.

XMAS 1903.

Just Received:

A GREAT VARIETY OF TOYS

AND

FANCY GOODS.

An Unique Assortment of

CALEY'S XMAS CRACKERS.

TUCK'S XMAS, NEW YEAR, AND

BIRTHDAY CARDS.

Various Artistic Designs.

Prices to suit all. Inspection invited.

Hongkong, 26th November, 1903. [3246]

THE AMERICAN SYSTEM

OF

DENTISTRY.

DR. M. H. CHAUN,

27, DES VOEUX ROAD CENTRAL HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 10th March, 1903. [2490]

FROM PIER TO PEAK

LAMBERT AND BUTLER'S FRONTIER MIXTURE IS SMOKED BY ALL

HIGH-CLASS TOBACCO SMOKERS.



MANUFACTURED BY—

LAMBERT & BUTLER'S BRANCH,

BRITISH-AMERICAN TOBACCO COMPANY, LIMITED. [43]

NOBEL-GLASGOW EXPLOSIVES

DYNAMITE,

GELATINE-DYNAMITE.

BLASTING GELATINE AND GELIGNITE,

DETONATORS, SAFETY FUSE,

AND ALL BLASTING ACCESSORIES.

MAGAZINES AND DEPOTS AT

HONGKONG, SHANGHAI, WEIHWAI.

AGENTS—

JARDINE, MATHESON & CO.

JAPAN COALS.

MITSUMI BUSSAN KAISHA

MITSUMI & CO.

HEAD OFFICE—1, SUGAWA-CHO, TOKYO.

LONDON BRANCH—34, LIME STREET, E.C.

HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET

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Kuchino, Sasebo, Matsuyama, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUMI" (A.B.C. and A 1 Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armada and the State

Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail

and Freight Steamers.

SOLE PROPRIETORS of the Famous Mito, Tagawa, Yamano and Ida Coal Mines; and

SOLE AGENTS for Hokkaido, Honshu, Kanagawa, Fukuoka, Yamaguchi, Oita, Kumamoto, and

Samurai, Tenmoku, Yoshino, Yonohara, and other Coals.

N. INUZUKA, Manager, Hongkong

MIDZUSHIMA & CO.

COAL MERCHANTS

SHIPPING.

ARRIVALS.
Dec. 4, AYU, British str., 1,055, Gibson, Moji
28th N. 1000, Coal—Mitsui RUSSIAN
KASHI.
Dec. 4, CHUN-KIANG, British str., from Canton.
Dec. 4, CHUN-KIANG, British str., 2,852, W. B. Palmer
Shanghai 1st Dec., General—P.
O. S. N. Co.
Dec. 4, DAIJIN MARU, Japanese str., 900, T.
Ogata, Tamsui, Amoy and Swatow 3rd
Dec., General—OSAKA SHOSHEN KAISHA.
Dec. 4, DEUTEROS, German str., from Canton.
Dec. 4, GERMANIA, German str., 1,014, J.
Bruhn, Tientsin 30th Nov., Beans—
Jensen & Co.
Dec. 4, HOLLAND, German str., 995, Joh. Chr.
Hanna, Swatow 3rd Dec.—Jensen & Co.
Dec. 4, LOKKAMONG, German str., 1,248, F.
Schulz, Shanghai 1st Dec., General—
SINERSEN & Co.
Dec. 4, N. N. HONG, British str., from Canton.
Dec. 4, ROBERTA MARU, Japanese str., 2,402,
H. S. Smith, Manila 1st Dec., Treasure—
TOYO KISEN KAISHA.
Dec. 4, SANUKI MARU, Japanese str., 3,787, W.
Townsend, from Singapore, General—
NIPPON YUSEN KAISHA.
Dec. 4, WUHU, British str., from Canton.

CLEARANCES.

AT THE HONOURABLE MATE'S OFFICE.
4th December.
Dentons, German str., for Wuhu.
Glendora, British str., for Ajar.
Hanoi, French str., for Haiphong.
Hobbs, German str., for Haiphong.
Sanku Maru, Japanese str., for Kobe.
Zofiro, British str., for Manila.

DEPARTURES.

4th December.
ANPING MARU, Japanese str., for Coast Ports.
DENHURST, British str., for Shanghai.
EDUCATION, British str., for London.
ELLEN RICHMOND, German str., for Bangkok.
FAUNGA, British str., for Wuhu.
GLENNHURST, British str., for London.
HATTAN, British str., for Coast Ports.
HAWKINS, British str., for New York.
KUMANO MARU, Japanese str., for Australia.
PERLA, British str., for Manila.
P. C. C. Kiao, German str., for Bangkok.
PHRANANO, German str., for Bangkok.
PROMETHEUS, Norwegian str., for Canton.
SEGOVIA, German str., for Calcutta.
TAISANG, British str., for Shanghai.
ZAFIRO, U.S. transport, for Manila.

VESSELS IN DOCK.

4th December.
ABERDEEN DOCK.—Ph. Yen.
KOWLOON DOCK.—Turk. H.M.S. Amphitrite, H.L.G.M.S. Moors, Knapen, Hinkley, U.S.A.T. Sacramento, Chienkuan, An Pho, Wing Chai, Kiangtung.
COSMOPOLITAN DOCK.—Sulawarna, U.S.S. Ajax.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.
THE Steamship

"CHUSAN."
Captain W. B. Palmer, carrying His Majesty's Mails, will be despatched from this for Bombay, etc., on SATURDAY, the 5th DECEMBER, at NOON, taking passengers and cargo for the above ports.
Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, etc., will be conveyed via Bombay.
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 24th November, 1903.

FOR KOBE AND YOKOHAMA.

THE H.A.L. Steamship
"AMBRIA."
Captain Duckstein, will be despatched for the above ports TO-MORROW, the 6th December, at DAYLIGHT.
For Freight, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 30th November, 1903. [3295]

"GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK.
THE Steamship
"GLENROY."
Captain F. Selby, will be despatched as above on WEDNESDAY, the 16th December.
For Freight, apply to
McGREGOR BROS. & GOW,
Hongkong, 19th November, 1903. [3197]

THE EAST ASIATIC COMPANY, LIMITED.

FOR SHANGHAI, PORT ARTHUR, CHIANAMPO.
THE Danish Steamer
"PRINSESS MARIE."
Captain Berentzen, will be ready to leave on the 4th December.
For Freight or Passage, apply to
MELCHERS & CO.,
Agents.
Hongkong, 25th November, 1903. [12483]

HONGKONG-MACAO LINE.

S.S. "WING CHAI."
Captain Samuel Bell Smith.
DEPARTURES from Hongkong, on week days, at 7.30 a.m.; on Excursion Sundays, at 8.30 a.m.; from Macao week days at about 2 p.m. and Sundays about 7.30 p.m.
FARE—(week days) 1st Class (including cabin and service), \$2. Return Ticket \$3.
2nd Class \$1. 3rd Class 50 cents.
On Excursion Sundays, 2nd and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tea and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.
Where at the Western end of Wing Lok Street.
The Steamer runs an Excursion Trip Every Sunday, and takes only 24 hours to reach Macao.
MING ON & CO.,
2nd Floor, 14, Victoria Street.
Tongkong 8th September, 1903. 121

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via Ports of Call.	CHUSAN	Brit. str.	W. B. Palmer	P. & O. S. N. Co.	To-day, at Noon.
LONDON & ANTWERP, via SINGAPORE, &c.	FORMOSA	Brit. str.	B. H. W. Eggen	P. & O. S. N. Co.	About 11th inst.
LIVERPOOL	ACHILLES	Brit. str.		BUTTERFIELD & SWIRE	20th inst.
MARSEILLES, LONDON & ANTWERP	DIOMED	Brit. str.		BUTTERFIELD & SWIRE	22nd Jan.
MARSEILLES, LONDON & ANTWERP	HYSON	Brit. str.		BUTTERFIELD & SWIRE	8th inst.
MARSEILLES, LONDON & ANTWERP	KAWACHI M.	Brit. str.	H. Frasse	NIPPON YUSEN KAISHA	12th inst., D'light.
MARSEILLES, LONDON & ANTWERP	A. BEHIC	Brit. str.	Flaminio	MESSAGERIES MARITIMES	15th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP	PROMETHEUS	Brit. str.		BUTTERFIELD & SWIRE	22nd inst.
MARSEILLES, LONDON & ANTWERP	HINGO MARU	Jap. str.	F. Davies	NIPPON YUSEN KAISHA	15th inst., D'light.
MARSEILLES, LONDON & ANTWERP	DARDANUS	Brit. str.		BUTTERFIELD & SWIRE	19th Jan.
MARSEILLES, LONDON & ANTWERP	YANGTZE	Brit. str.		BUTTERFIELD & SWIRE	9th inst., at Noon.
BREMEN, via Ports of Call.	P. BEINRICH	Ger. str.	E. Heintze	MELCHERS & CO.	15th inst.
HAVRE & HAMBURG	ARAGONIA	Ger. str.	Jaburg	HAMBURG-AMERIKA LINIE	29th inst.
HAVRE & HAMBURG	NURNBERG	Ger. str.	Duckstein	HAMBURG-AMERIKA LINIE	5th Jan.
TRIESTE, &c., via SINGAPORE, &c.	AMERICA	Ger. str.	Ivellich	SANDER, WIELER & Co.	10th inst., p.m.
NEW YORK, via Ports of SUEZ CANAL	CHINA	Brit. str.		DODWELL & Co., Ltd.	About 10th inst.
NEW YORK, via SUEZ CANAL	ORONO	Brit. str.	F. Selby	McGREGOR BROS. & GOW	16th inst.
NEW YORK, via SUEZ CANAL	HIMERA	Brit. str.	Lookhart	SHEWAN, TOMES & Co.	About 21st inst.
NEW YORK, via SUEZ CANAL	NUBIA	Ger. str.	von Hoff	HAMBURG-AMERIKA LINIE	About end of inst.
NEW YORK, via SHANGHAI, &c.	B. OF JAPAN	Brit. str.		CANADIAN PACIFIC R. Co.	16th inst.
VANCOUVER, via SHANGHAI, &c.	ATHENIAN	Brit. str.	M. Ridley	CANADIAN PACIFIC R. Co.	27th Jan.
VICTORIA (B.C.) & TACOMA via JAPAN	TACOMA	Brit. str.		DODWELL & Co., Limited	15th inst., at 4 p.m.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	TOSA MARU	Jap. str.	A. Christensen	NIPPON YUSEN KAISHA	24th inst., at 4 p.m.
VICTORIA (B.C.) & SEATTLE via N'AKI, &c.	KAGA MARU	Jap. str.	N. Ohno	BUTTERFIELD & SWIRE	1st Jan.
PORTLAND, OREGON	TYDEUS	Brit. str.		PORTLAND & ASIATIC CO.	14th inst.
AUSTRALIAN PORTS	INDRASAMHA	Brit. str.	W. E. Craven	GIBB, LIVINGSTON & Co.	16th inst., at Noon.
AUSTRALIAN PORTS	EASTERN	Brit. str.	W. Ellis	BUTTERFIELD & SWIRE	30th inst.
YAWATA MARU	CHINGTU	Jap. str.	A. E. Moss	NIPPON YUSEN KAISHA	2nd Jan., at 4 p.m.
KASUGA MARU	YAWATA MARU	Jap. str.	E. P. Martin	P. & O. S. N. Co.	About 14th inst.
SANUKI MARU	KASUGA MARU	Jap. str.	W. S. Hunter	NIPPON YUSEN KAISHA	30th inst., at Noon.
AMBRIA	SANUKI MARU	Jap. str.	W. Townsend	NIPPON YUSEN KAISHA	To-day, at Noon.
CHIKUTSU	AMBRIA	Ger. str.	Duckstein	HAMBURG-AMERIKA LINIE	To-morrow, D'light.
HAKATA MARU	CHIKUTSU	Jap. str.	F. L. Sommer	BUTTERFIELD & SWIRE	10th inst.
KAOSHIMA M.	HAKATA MARU	Jap. str.	K. Kori	NIPPON YUSEN KAISHA	18th inst., D'light.
PHOENIX	KAOSHIMA M.	Jap. str.	Grandt	HAMBURG-AMERIKA LINIE	25th inst., at Noon.
CHINKIANG	PHOENIX	Brit. str.		BUTTERFIELD & SWIRE	8th inst., at 5 p.m.
WUHU	CHINKIANG	Brit. str.	Berentzen	BUTTERFIELD & SWIRE	To-day.
S. MARIE	WUHU	Brit. str.	C. D. Goldsmith	MELCHERS & CO.	7th inst.
DAIJIN MARU	S. MARIE	Jap. str.	T. Ogata	P. & O. S. N. Co.	Quick despatch.
HAIRONG	DAIJIN MARU	Jap. str.	Evans	OSAKA SHOSHEN KAISHA	About 5th inst.
HAIRONG	HAIRONG	Brit. str.	Passmore	DOUGLAS LAFRAIK & Co.	To-morrow, 9 a.m.
HAIRONG	HAIRONG	Brit. str.	R. Rodger	DOUGLAS LAFRAIK & Co.	8th inst., D'light.
ROSETTA MARU	HAIRONG	Jap. str.	H. S. Smith	SHEWAN, TOMES & Co.	To-day, at 10 a.m.
SUNGIANG	ROSETTA MARU	Jap. str.	R. W. Almond	TOYO KISEN KAISHA	To-day, at 11 a.m.
ROBI	SUNGIANG	Brit. str.		BUTTERFIELD & SWIRE	12th inst., 10 a.m.
CHINGTU	ROBI	Brit. str.		BUTTERFIELD & SWIRE	30th inst.
SHAWMUT	CHINGTU	Brit. str.	W. M. Smith	DODWELL & Co., Ltd.	About 28th Jan.
NANOHANG	SHAWMUT	Brit. str.		BUTTERFIELD & SWIRE	To-day.
BOHAI	NANOHANG	Brit. str.	Bolsito	CHARLOWITZ & Co.	12th inst., at Noon.
SHANTUNG	BOHAI	Jap. str.	J. Nagao	NIPPON YUSEN KAISHA	20th inst., at Noon.
SHANTUNG	SHANTUNG	Brit. str.	J. G. Spence	BUTTERFIELD & SWIRE	To-day.
SHANTUNG	SHANTUNG	Brit. str.		DAVID SASSOON & Co., Ltd.	8th inst., at 3 p.m.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG, 1903.

"ORONO" ... 10th Dec.
"LOWTHER CASTLE" ... 15th Dec.
"SIKH" ... 24th Dec.
"SAGAMI" ... 5th Jan.
"LENNOX" ... 15th Jan.
"AFRIDI" ... 27th Jan.

For Freight and further information, apply to
DODWELL & CO., LTD.,
Agents.
Hongkong, 17th November, 1903. [1125]

NAVIGAZIONE GENERALE ITALIANA.

(Florida and Rabattoni United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEOHORN and GENOA, also VENICE and TRIESTE, all Mediterranean and Adriatic Ports up to CALTAJO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"CAPEI,"
Captain Bolsito, will be despatched as above on SATURDAY, the 12th inst., at Noon.

At Bombay the Steamer is discharging in Victoria Dock.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 1st December, 1903. [4]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—PORTE FRANCAISE—NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT.

MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 15th December, 1903, at 1 p.m., the Company's Steamship "ARMAND BEHIC," Captain Flaminio, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.

This Steamer connects at COLOMBO with the Australia Line as "Nara," bound for MARSEILLES via BOMBAY and ADEN.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 14th December, Specie and Parcels received until 4 p.m. on the same day.

No cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX,
Agent.
Hongkong, 4th December, 1903. [2]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS, in CHINA AND JAPAN, for the above Line, are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the CHINA STRAM NAVIGATION CO.'S fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

ARAGONIA ... (HAVRE and HAMBURG) ... On 15th Dec. Freight.
NURNBERG ... (HAVRE and HAMBURG) ... On 29th Dec. Freight.
NUBIA ... (NEW YORK, via SUEZ) ... About end of December.
AMBRIA ... (HAVRE and HAMBURG) ... On 5th Jan. Freight.

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE.
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon staterooms, Electric Light, Perfect Cuisine, SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP TONS CAPTAIN FOR SAILING DATE.

ZAFIRO 2540 R. Rodger Manila direct Sat., 5th Dec., 10 a.m.
RUBI 2540 R. W. Almond Manila direct Sat., 12th Dec., 10 a.m.
PERLA 1930 A. H. Noley

For Freight, or Passage apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 4th December, 1903. [17]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 16th Dec.
R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons ... WEDNESDAY, 18th Jan. 1904
R.M.S. "ATHENIAN" ... 3,882 Tons ... WEDNESDAY, 27th Jan.
R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 10th Feb.
R.M.S. "TARTAR" ... 4,428 Tons ... WEDNESDAY, 24th Feb.
R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 9th Mar.
R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons ... WEDNESDAY, 30th Mar.
R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 20th April
R.M.S. "ATHENIAN" ... 3,882 Tons ... WEDNESDAY, 27th April.
R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 11th May.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS of this Line pass through the Isthmus of PANAMA, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
Polder Street.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHANGHAI VIA INLAND PORTLAND, OREGON SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS CAPTAIN TO SAIL ON

"INDRASAMHA" 5,197 W. E. Craven December 14, 1903
"INDRAVELLI" 4,899 R. P. Craven January 14, 1904
"INDRAPURA" 4,899 A. E. Hollingsworth February 13, 1904

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 17th November, 1903. [14]

NORTHERN PACIFIC LINE.

NORTHERN PACIFIC S. CO. BOSTON S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

HANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing Date.

* TACOMA 2812 M. Ridley Tuesday, December 15th
* VICTORIA 3,502 J. Truebridge Saturday, December 19th
* TREMONT 9,606 T. W. Garlick Thursday, December 24th
* LYRA 4,417 G. V. Williams Thursday, January 21st
* OLYMPIA 2,837 A. Dixon Friday, February 12th
* SHAWMUT 9,606 W. M. Smith Saturday, February 20th

* Have no second class accommodation. † Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. SHAWMUT 9,606 tons W. M. Smith About 28th January.
S.S. TREMONT 9,606 tons T. W. Garlick About 8th March.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw S.S. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

DODWELL & CO., LIMITED, GENERAL AGENTS.

QUEEN'S BUILDINGS, Hongkong, 1st December, 1903. [7]

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS DESTINATIONS SAILING DATES.

SANUKI MARU ... KOBE and YOKOHAMA ... SATURDAY, 5th Dec., at Noon.
KAWACHI MARU ... MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID ... SATURDAY, 12th Dec., at DAYLIGHT.
TOSA MARU ... VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA ... TUESDAY, 15th Dec., at 4 p.m.
HAKATA MARU ... KOBE and YOKOHAMA ... FRIDAY, 18th Dec., at DAYLIGHT.
KAOSHIMA MARU ... MOJI, KOBE and YOKOHAMA ... FRIDAY, 25th Dec., at Noon.
BINGO MARU ... MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID ... SATURDAY, 26th Dec., at DAYLIGHT.
HIROSHIMA MARU ... BOMBAY, via SINGAPORE and COLOMBO ... TUESDAY, 29th Dec., at Noon.
KAGA MARU ... VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA ... TUESDAY, 29th Dec., at 4 p.m.
KASUGA MARU ... NAGASAKI, KOBE & YOKOHAMA ... WEDNESDAY, 30th Dec., at Noon.
YAWATA MARU ... SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE ... SATURDAY, 2nd Jan., at 4 p.m.

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL...	"DARDANUS"	On 5th December.
GLASGOW AND LIVERPOOL...	"YANGTSE"	On 12th December.
GLASGOW AND LIVERPOOL...	"TYDEUS"	On 25th December.
GLASGOW AND LIVERPOOL...	"NESTOR"	On 1st January.
GLASGOW AND LIVERPOOL...	"KEEMUN"	On 8th January.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON and ANTWERP	"HYSON"	On 8th December.
LIVERPOOL	"ACHILLES"	On 20th December.
MARSEILLES, LONDON and ANTWERP	"PROMETHEUS"	On 22nd December.
MARSEILLES, LONDON and ANTWERP	"DARDANUS"	On 5th January.
MARSEILLES, LONDON and ANTWERP	"YANGTSE"	On 19th January.
LIVERPOOL	"DIOMED"	On 22nd January.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"TYDEUS"	On 1st January.

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS. [10-12]

Hongkong, 27th November, 1903.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
ILIOLO AND CEBU	"NANCHANG"	On 5th December.
SPORE, SAMARANG & SOERABAYA	"SANTUNG"	On 5th December.
SHANGHAI	"CHINKIANG"	On 5th December.
SHANGHAI	"WUHU"	On 7th December.
MANILA	"SUNGKIANG"	On 9th December.
KOBE	"CHINGTU"	On 10th December.
MANILA	"CHINGTU"	On 30th December.

PORT DARWIN, THURSDAY
ISLAND, COOKTOWN, CAIRNS,
TOWNSVILLE, BRISBANE,
SYDNEY and MELBOURNE.
The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivaled Table. A duly qualified
Surgeon is carried.
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS. [11]

Hongkong, 5th December, 1903.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON, &c.	"CHUSAN"	Noon, 5th December	See Special Advertisements.
SHANGHAI	"SIMLA"	About 5th December	Freight and Passage.
LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MALTA	"FORMOSA"	About 11th December	Freight and Passage.
YOKOHAMA, VIA SHANG- HAI, MOJI and KOBE (Passing through the Inland Sea)	"JAPAN"	About 14th December	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent. [1]

Hongkong, 30th November, 1903.

OSAKA SHOSEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL	REMARKS.
TAMUI, VIA SWATOW AND AMOY	"DAIJIN MARU"	SUNDAY, 6th December	
TAMUI, VIA SWATOW AND AMOY	"DAIGI MARU"	THURSDAY, 10th December	

The Co.'s new Steamers are specially designed for the coast trade of South China and
Formosa, and are fitted with all modern improvements. Excellent accommodation is provided
for first class passengers, and a duly qualified doctor is carried.
By the Co.'s steamers for Shanghai, through Hills of Lading are issued for Cargo to Yangtze
River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's
Steamers from Shanghai.
For Freight, Passage, and further information, apply at the Company's local Branch Office
at No. 8, Des Voeux Road Central.
Hongkong, 4th December, 1903. T. ARIMA, Manager. [15]

TOYO KISEN KAISHA MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled.
Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship	Captain	Tons	Sailing Date.
"ROSETTA MARU"	H. S. Smith	3876	Saturday, 5th December, at 11 A.M.
"ROHILLA MARU"	Ernest Bent	3869	Friday, 11th December, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House
Street. K. NAKASHIMA, Manager. [478]

Hongkong, 2nd December, 1903

EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TROUS, PORT DARWIN and QUEEN-
SLAND PORTS, and taking through Cargo to
ADELAIDE, NEW ZEALAND, TASMANIA,
&c.)
The Steamship

"EASTERN,"
Captain W. Ellis, will be despatched for the
above ports on WEDNESDAY, the 16th
December, at NOON.
This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the
Electric Light.
A Stewardess and a duly qualified surgeon
are carried.
N.B.—To assure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 24th November, 1903. [3231]



AUSTRIAN LLOYD'S STEAM NAVI- GATION COMPANY.

STEAM FOR
TRIESTE AND TRIESTE (DIRECT),
CALLING AT SINGAPORE, PENANG,
COLOMBO, BOMBAY, KARACHI,
ADEN, SUEZ and PORT SAID.
(Taking Cargo at through rates to the BRAZIL,
to SOUTH AFRICA, PERSIAN GULF, RED
SEA, BLACK SEA, LEVANT, VENICE and
ADRIATIC PORTS).
The Company's Steamship

"CHINA,"
Captain F. J. I. will be despatched as above on
SATURDAY, the 19th December, P.M.
For information as to Passage and Freight,
apply to
SANDER, WISLER & CO.,
Agents.
Princes' Buildings,
Hongkong, 25th November, 1903. [3]

THE AMERICAN ASIATIC STEAM- SHIP COMPANY.

STEAMSHIP SERVICE FOR NEW
YORK VIA THE SUEZ CANAL.
The Steamship

"HIMERA," Captain Lockhart,
will be despatched as above on or about MON-
DAY, the 21st DECEMBER.
For Freight, &c., apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 4th December, 1903. [3319]

CHINA NAVIGATION CO., LIMITED.

HONGKONG—MANILA.
REDUCED SALOON PASSAGE
MONEY.
SINGLE, \$20; RETURN, \$35.
STEAMERS FITTED THROUGHOUT WITH
ELECTRIC LIGHT. FIRST CLASS ACCOM-
MODATION. UNRIVALLED TABLE. DULY
QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 4th July, 1903. [1864]

FOR CANTON.

THE new and fast Twin-Screw Steamer
"SAN CHEUNG,"
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before 10 A.M., TO-DAY, the 2nd inst., requesting
it to be landed here.
Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed
after Wednesday, the 9th inst., at Noon, will
be subject to rent and landing charges.
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the 9th inst., or they will not be recognised.
All damaged packages will be examined on
Wednesday, the 9th inst., at 3 P.M.
No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, 2nd December, 1903. [2]

NOTICE TO CONSIGNEES.

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No Claims will be admitted after the Goods
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Hongkong, 3rd December, 1903. [3348]

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BIRTHS.

On the 16th October, at Edinburgh, the wife
of E. H. FRASER, Consul-General at Hankow, of
a son.
On the 25th November, at 48, Grange Road,
Shanghai, the wife of G. SCHNEIDER, of a daughter.
On the 27th November, at 48, Bellingham Wall
Road, Shanghai, the wife of the Rev. W. GIBBERT
WALSH, of a daughter.
On the 28th November, at 5, Montford Place,
Shanghai, the wife of W. T. WATTS EVANS, of a daughter.

The Daily Press.

HONGKONG OFFICE: 11, DE VOUX ROAD CH.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 5th DECEMBER, 1913

A RATHER amusing argument has been
proceeding at Shanghai lately—amusing
though arising out of so serious a subject
as the prevention of cruelty to animals.

Shanghai, as here, there is a society trying
to stop the sufferings inflicted on animals
by the unthinking or callous. In aid of
this S.P.C.A., a little while ago, Mr. C. E.
DARWENT, minister of the Union Church,
Shanghai, preached a sermon, warmly
advocating its work. Letters in the papers
followed, and then "to his amazement," as
he says himself, Mr. DARWENT found his
words construed into a deliverance in favour
of vegetarianism. Mr. DARWENT protests,
in a letter to the *North-China Daily News*,
that he will "eat roast pheasant with any-
one," that he has "no sympathy with
vegetarianism either in practice or theory,"
that the arguments in favour of vegetari-
anism are based on "false logic, false
psychology, or weak sentiment," and then
goes on: "It is said that life is sacred and
that it is wrong to take life. It is not.
Life is not sacred. It is personality that
is sacred. To kill a man is murder, it is
a violation of personality; to put your
foot on a black beetle is not murder. And
the life of an ox is no more sacred than
that of a beetle." And so he continues,
finding that the pain inflicted in abattoirs is
light and momentary, and that it is far

better from the oxen's, sheeps', fowls', and
game-birds' point of view to have lived and be
expeditiously killed than never to have been
killed at all. Finally the minister protests
against a "vegetarian red-herring being
dragged across the path" of his sermon.
The controversy has its amusing aspect, as
we have said; but it has also its side.
It is hardly edifying to see a minister of
religion at such pains to prove that the
standpoint of the carnivore is the one ap-
proved by his religion, i.e. by God, and that
those who disagree are weak sentimentalists.
We are not going here to enter upon a plea
for vegetarianism, which is to us a counsel
of perfection, we confess. But we cannot
allow that it is not the logical outcome of
admitting the rights of animals and of any
campaign for the prevention of cruelty to
animals. It is for this very reason that
otherwise honest people tangle themselves
up so desperately when they endeavour to
deny the relation between the conclusion
and the premises. So now we find Mr.
DARWENT in Shanghai arguing that it is
wrong to take life; that life is not sacred,
but personality is; that you may kill an
unpersonal ox or a profane black-beetle, but
not sacred personality-endowed man. Herein
he begs the greatest question that can be
begged in this world. A charming assump-
tion of superior knowledge on this point
may be seen in the following sentence,
which occurs in the same letter in the *Daily
News*:—"Lay hold of the distinction
between life and personality, which so
many people, who do not think clearly, con-
fuse, and the argument on this ground is
left without a logical leg to stand upon."
"Clear thinkers," "logical legs"! Are these
all arrayed on the side of those that see a
personality in man and only life in the other
animals? We must say that we prefer the
frank sportsman for sport's sake and the
bon vivant to the clear thinker who has to
disguise the conclusion to which his pre-
mises are pointing.

But it must be admitted that the practical
side of work to prevent cruelty to animals
lies, under the present conditions of thought
upon the subject, in checking unnecessary
suffering inflicted by man and insuring
painless execution, as far as possible, of
animals destined for food. That there is a
tremendous field of operation in China, and
in the European settlements in China, as
much as anywhere, cannot be denied. In
Hongkong there is much work to be done.
Some is being done already by our local
S.P.C.A. But there is much which they
have not been able to touch yet. We
propose soon to point out a very terrible
state of things, which has been going on for
many years unchecked, and which is not
due to any need of the Chinese, but to
those of the Europeans and others who have
settled here.

A meeting of the Legislative Council will be
held at 3 p.m. on Monday.

The trees on Poya East, in the vicinity of
Ah King's slipway, are being removed on
account of increased traffic.

At the annual meeting of the Nippon Yusen
Kaisha held at Tokyo on the 26th ult., a di-
vidend of 12 per cent. was declared for the past
year.

According to a Berlin telegram of the 24th
ult., "the sensational telegrams published occa-
sionally in some English and Russian news-
papers about events and revolutions in the Far
East are nowhere taken seriously any longer."

The Secretary of the Panmun Mining Co.
informs us that the result of the November
crushing at the Panmun Mine, as received by
wire, is as follows:—900 tons of Swph ore
yielded 72 ounces of smelted gold, estimated
value being £3,000. Mill working again, plenty
of water.

All the Japanese newspapers of Tokyo unite
in saying that a long telegram reached the
Russian Legation from St. Petersburg on the
forenoon of the 21st instant, and that its con-
tents seem to have been at once communicated
to the Foreign Office. Nothing, however, is
known as to the contents of the message, and
the *Japan Mail* doubts its existence.

The Korean Foreign Minister in his reply to
the Russian Minister's objection to the opening
of Ryong-an (Yong-ampho) points out that his
interference with the affair was equivalent to
interfering with the integrity of Korea. On
the other hand, the Korean Foreign Minister
informed the Japanese Minister that the pressure
exercised by Japan to secure the opening of
Korean ports exceeds the usual limits of diplo-
matic procedure. A *Mainichi* telegram says:
The note sent in by Mr. Hayashi now proves to
have been of an unofficial nature. The note was
couched in such very strong terms that the For-
eign Minister returned it to Mr. Hayashi with a
request that he would not interfere with the do-
mestic administration of Korea. All the same,
it is believed that the note has opened the eyes
of the Korean officials to the peril they are run-
ning, and they are likely to take up a strong at-
titude vis-à-vis Russia.

The N.-C. *Daily News* Tokyo correspondent
telegraphed on the 29th November: Events in-
dicate the probability of a coalition and per-
haps fusion of the *Seiyukai* and the *Progress-
ists*, with the probable result that the Cabinet
will meet with strong opposition in the Diet
unless it shows some progress in the negoti-
ations with Russia.

It is stated from Chinan, the N.-C. *Daily
News* says, that Governor Chou Fu has sanc-
tioned the placing of Chinese Railway police
along the new line from Jinchow to Chinan.
At the more populous towns the railway stations
are to be each provided with from eight to ten
police under one sergeant and a corporal.
It was at first proposed to raise a stronger force
of Chinese Government patrolmen for the rail-
way, but there being not enough money avail-
able, the Governor had to be contented with the
above-noted arrangements.

By kind permission of Major Radcliff and
officers, the band of the 93rd Burma Infantry
will play at the Hongkong Hotel from 8 to 9.30
p.m. to-night. The programme is as follows:—
March "Coronation" Saint George
Overture "Nell Gwyn" Monckton
Selection "Kitty Grey" Monckton
Cornet Solo "Canzone di Tuormina" Valeria White
Selection "Reminiscences of England" Jeffrey
Waltz "Phryne" Dreyer
Intermezzo "God Save the King" Holy

MENU.
Eggs a la Russe
Mock Turtle Soup
Scalloped Fish
Dressed Chicken a la Milanaise
Lamb Cutlets a la Westerland
Salmon of Hare and Mushrooms
Lobster Curry
Roast Sirloin of Beef and Horseradish
Roast Wild Duck and Red Currant Jelly
Boiled Ham a la Jardiniere
Artichoke Salad
Baked Coffee Custard Pudding
Lemon Water Ice
Cherry Tartlets
Topsy Cake.

A Foreign Office Blue-book was issued at the
end of October, containing the protocol for
submitting to arbitration on certain questions as
to the interpretation of treaties with Japan
with regard to leases of property held in
perpetuity in the former foreign settlements.
The protocol provides for the delivery of the
respective cases within eight months, a period
subsequently extended to one year (i.e., to the
28th August last), and of the counter-cases six
months later. The Arbitral Tribunal, which
consists of three members, is then to meet not
earlier than two, nor later than three, months
after the delivery of the counter-cases. According
to this, the Tribunal will meet about May to
June 1914. Its decision shall, if possible, be made
known one month after the President shall have
declared the arbitral hearing closed. The exact
question at issue is—Whether or not the
provisions of the treaties and other engagements
exempt only land held under lease in perpetuity
granted by or on behalf of the Japanese Govern-
ment, or land and buildings of whatever
description, constructed or which may hereafter
be constructed on such land, from any imposts,
taxes, charges, contributions, or conditions
whatsoever, other than those expressly stipulated
in the leases in question.

SHAKESPEARIAN RECITAL AT THE
THEATRE ROYAL.

Last evening Mr. Hannibal Williams gave
before a full house a recital of Shakespeare's love
tragedy *Romeo and Juliet* in five acts.
The tragedy was recited with great ability
and power, and the audience frequently testified
their appreciation by loudly applauding some
of the most telling scenes. The recital lasted
a little over two hours, and the pleasure of the
evening was only marred by the chilliness of
the theatre. On Tuesday next Mr. Williams
will recite *King Henry IV*, and the success of
last evening's recital will doubtless ensure
another full house.

H.E. AND MRS. MAY VISIT POOR
CHILDREN.

THE MINISTERING CHILDREN'S LEAGUE.
The littlehouse tender *Stanley* steamed to
Blake Pier yesterday afternoon and took on
board, at two o'clock, the Peak and Victoria
branch of the Ministering Children's
League. H.E. and Mrs. May, a num-
ber of ladies, and some 70 children
made up the party. All on board,
the *Stanley* cut off her moorings and steamed over
to Kowloon Police Pier. The Kowloon branch
of the League, consisting of Mrs. Birdwood
and some two dozen children, were waiting
for her. Again under way, a course was
steered for Maitland. On landing, the party
went to the mission school, kept by Miss
Bishop and another lady, for girls, picked up
from the street. Miss Bishop took them
around the school; in the school-room the
Chinese girls sang "God Save the King," after-
wards entertaining the company with a per-
formance of musical drill. His Excellency
made a speech in presenting the school with
£50 of the League's funds. Afterwards the
League went to the school for blind children;
situated some 15 minutes walk distant. Here
they saw the blind girls knitting and reading by
fingering specially prepared books; some
of the girls were writing with instruments
not unlike awls. The visitors were also
shown knitting work done by the inmates,
who, by the way, sang a song in Chinese.
After bidding good-bye, the League
returned in the *Stanley* over the same course
as they had come.

The Ministering Children's League, it will
be remembered, netted over \$1,000 proceeds
from the recent sale of members' contributions,
held at the Volunteer Parade Ground. The
money is all being used for charitable purposes.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR OWN CORRESPONDENTS.]

THE BRITISH NAVY.

LONDON, 4th December, 11.15 a.m.

TWO FINE BATTLESHIPS
BOUGHT.

The two Chilean battleships *Constitution*
and *Libertad* have been bought by Great
Britain, not by Japan, as at first supposed.

The price paid was £1,875,000.

[The two Chilean battleships *Constitution*
and *Libertad* (as they were provisionally called)
were built at Blawick and Barrow respectively.
They are vessels of 11,800 tons and 13,000 i.h.p.,
being fitted with Yarrow large-tube boilers.
They are 46 feet long, 71 ft. broad, and their
draught is 24 ft. Their armour is 7.5 in. belt,
3 in. deck, 7 in. above belt, 3 in. bulk-head, and
10.7 in. gun position. They carry four 10 in.,
fourteen 7.5 in., fourteen 14 in., four 6 in., four
Maxim, and two light guns, and have two sub-
marine torpedo-tubes; and their speed is 19
knots.—Ed. D.P.]

CRUISER WRECKED OFF
VANCOUVER

It is officially reported that H.M. cruiser
Flora has been wrecked off the Vancouver
(British Columbia) coast.

GENERAL NEWS.

LONDON, 4th December, 11.15 a.m.

GREAT COTTON SHORTAGE.

The Government estimates the cotton
supply at 9,962,039 bales, a shortage of
600,000. In consequence there is un-
precedentedly wild buying.

REUTERS'S SERVICE.

JAPAN AND RUSSIA.

LONDON, 2nd December.

A telegram from Paris, published in New
York, states that Russia and Japan have prac-
tically agreed on a basis for a treaty for settling
the Far Eastern situation.

LATER.
The circumstantial reports, emanating from
Paris, of a pacific settlement, and even the
arrangement of the terms of a treaty between
Russia and Japan, have created a stir
throughout Europe. It is impossible to ascer-
tain whether the reports are true or false, but
the general opinion is that they require to be
received with caution. The Japanese Legation
has received no confirmation.

THE GERMAN BUDGET.

LONDON, 2nd December.

The German Estimates for 1914 confirm
the most pessimistic anticipations. The deficit
is due to the increased demand from various
heads of departments, including the Army and
Navy, and the expeditions to East Asia. It is
proposed to balance the Budget by a loan of
£10,750,000.

CHINESE LABOUR FOR SOUTH
AFRICA.

LONDON, 2nd December.

Nothing is ascertainable in London confirm-
ing Chinese Government prohibition to re-
cruiting labour for South Africa.

THE PANAMA CANAL.

LONDON, 2nd Decemb.

The Junta of Panama has signed the Canal
Treaty, completing the ratification as for as
Panama is concerned.

HONGKONG RIFLE ASSOCIATION.

A match between the Rifle Association and
the Naval Range Staff will be fired to-day over
the 200, 500, and 600 yards ranges, commencing
at 2 p.m. The following will form the Associa-
tion team:—Messrs. R. Lapdoy, J. Parker, W.
Pitt, J. Pidgeon, A. Watson, H. Stewart, Sargt.
Thorahill, Corpl. Angus, Sappers Robertson
and MacEwen.

FOOTBALL.

This afternoon on the Happy Valley the
Hongkong Football Club will play a Naval
team under Rugby rules. Kick-off at 4.15 p.m.
The following will play for the Club, who will
be in stripes:—

W. A. Craik, full back; O. J. Barnes, W. R.
Robertson, Lieut. P. H. Campbell, and K. A.
Sclanders, three-quarters; A. G. M. Fletcher
and A. Gordon, halves; E. R. Hallifax, E. D.
C. Wolfe, H. F. Chard, H. C. Safford, A.
Boyd, Lieut. N. E. Stiver, P. S. Jamieson,
and Lieut. E. Rogers, forwards.
The *Tanar* plays the R.G.A. at Happy
Valley to-day.

HONGKONG SANITARY BOARD.

SPECIAL MEETING.

A special meeting of the Sanitary Board was
held at 12.30 p.m. yesterday to consider what steps
would be taken in connection with the outbreak
of rinderpest among the cattle at Kennedy's
Dairy. Present:—Hon. Dr. J. M. Atkinson,
Principal Civil Medical Officer (president),
Colonel W. E. Webb, Hon. A. W. Brown, Mr.
A. Ramjahn, and Mr. G. A. Woodcock,
Secretary.

Dr. Atkinson said that he thought it neces-
sary to call a special meeting as he had received
a report from the Colonial Veterinary Surgeon
that seven more cattle had died of the disease
at Kennedy's Stables, making eight deaths in
all. There was no doubt, he said, that the
disease was highly infectious, and probably the
whole of the herd would become infected. The
herd numbered fifty-five, eight of which had
died, forty-two are at present sick, leaving five
of the herd still uninfected. Taking into con-
sideration the fact that the Dairy is also a stable,
with a large number of people continually com-
ing and going, the risk of infection, thought the
President, was very great. Under the Sanitary
by-laws the Board had power to order the slaugh-
ter of all the animals in the herd, if they
thought it necessary to do so to check the
disease, and in the event of their so doing
compensation could be awarded to the owners
of the herd, but the compensation awarded must
not exceed \$100.

Dr. Gibson:—The loss would be considerably
more than \$100! The average price of these
cows is £22, or I should say \$250. The shed is
quite close to the stables, and men are passing
the place frequently.

Col. Webb:—Can the disease be communicated
to horses?

Dr. Gibson:—I rather think not.

Dr. Atkinson:—It is possible that it might be.

Dr. Gibson:—I am not in a position to say
positively yes or no, but the infection could
be carried by them.

Col. Webb:—And by their attendants?

Dr. Gibson:—By anyone about them.

Dr. Atkinson:—I suppose there are no
means of ascertaining how the disease was
introduced.

Dr. Gibson:—I had an idea that the food
supply might be the cause, but all the food,
with the exception of bran, is imported. Bran
comes from Shanghai, and that is cooked.

Col. Webb:—In a day or two the Chinese
pony graffias will be coming down, and then
all the stables will be filled up.

The President moved that, as the Board
had power to order the slaughtering of the
cattle forthwith, the remaining cattle in the
herd should be killed immediately, and their
bodies taken out to sea in junks and dumped.
Mr. Ramjahn seconded, and the motion was
carried. In connection with the disposal of
the bodies a discussion arose, in which
cremation was suggested, but when it was
pointed out that only four animals could be
cremated in a day the matter was left to the
Colonial Veterinary Surgeon to deal with.
This was all the business.

SHOCKING FATALITY AT
STONECUTTERS.

A shocking fatality has occurred at Stone-
cutters' Island; an inquest not having been
held yet, however, one cannot say whether it
was an accident or otherwise. The facts
briefly, so far as we understand, are that at
about ten o'clock yesterday morning, the
Officer-in-charge of Stonecutters' was called to
the reading room; there, Sergeant C. Mann
of the 80th Company of R.G.A., was lying on
the floor, his earlobe beside him. When found
he was quite dead; blood was flowing from
the mouth and top of skull. The bullet had
embedded itself in the ceiling. The body was
first conveyed to Wellington Barracks, and
then to the Mortuary. Sergeant Mann was
27 years of age; he had been in the Army
seven years. Recently he was promoted from
Corporal to Sergeant; his position was that
of Canton-Sergeant at Stonecutters' Island.

NOTES FROM THE BOTANIC
GARDENS.

Two months ago seeds of the mosquito plant,
Citronella viridis, were received from Lagos.
These were sown, and the plants obtained from
them are now two or three inches high, so that
in a short time anyone wishing to experiment
with the plant will be able to do so. Sir
William Thibault-Dyer wrote to the *Times*
recently on the subject and pointed out the
improbability of the plant affording any
protection against mosquitoes. Of course the
plant yields an aromatic oil, and this if applied to
the skin will, no doubt, keep off mosquitoes just
the same as eucalyptus oil or oil of pepper-
mint will if applied in a similar manner, but
we very much doubt whether putting a plant or
two in one's room would be sufficient to prevent
Hongkong mosquitoes from paying their
nightly visits. The plant belongs to the same
family as the thyme, sage, and basil and bears
the same generic name as the latter. A few
specimens have been put in the No. 3 house.

The papaw tree, numbers of which are
grown in Hongkong, has also the reputation
of keeping mosquitoes at a safe distance, but
we are likewise sceptical about its benign in-
fluence as we have found larvae of mosquitoes
beneath the trees in hundreds at least, and
spiders, ants, and other insects on the stems and
leaves apparently enjoying themselves. The
botanical name of this tree is *Carica papaya*,
and it belongs to the passion-flower family.

CORRESPONDENCE.

MISSIONARIES AND THE PRESS.

[TO THE EDITOR OF THE "DAILY PRESS"]

Hongkong, 4th December.

SIR,—To answer your recent remarks about
missionaries was so easy that probably this is
why no one thought it worth doing, but there are
still some simple people who are led by leading
articles, and a word is due to these poor sheep.

I am not a missionary, and do not hold a
brief for missions, but being weary of ignorant
abuse of people who after all are God's creatures
I would like to advance some extenuating
circumstances why all the missionaries in China
should not be hanged. Of course missionary
methods, like newspaper methods and all other
methods in this imperfect world, are not the
best, but only the best that have been discovered.
Why did not the writer of the article reveal
better ones? The second point of the article was
that very old criticism that the charity of
missionaries should begin at home, that they
should not abandon the perishing British
heathen. This generally comes from those who
have gone abroad themselves like the writer of
the article, or from those who are asked to
subscribe to home missions. In Great Britain
people are said to be Gospel hardened, as much
as they are evangelised. There is a charm for
everyone at home to at least hear of Christ's
Kingdom. As a matter of fact, however, nothing
does the home Church so much good as
thinking and working for the Church abroad.
It is the old story of the traveller in Russia.
When on the point of perishing from cold he
stumbled upon a man buried in the snow.
He set to work to pull him out and rub him, and
the exercise kept his own blood in circulation.
That Church does most for the heathen at
home that does most for the heathen abroad.
Money lent to the Lord in obedience to His
command to evangelise the world is well
invested. At the present time there are in
Canton English missionaries who are mainly
supported by Christian Chinese living in Aus-
tralia. One day America and Europe may
become not merely almost, but altogether
heathen, and we shall get a good return for
the money advanced if Chinese and Indian
Christians are sent to reconquer us.—Yours, etc.

E. J. HARDY.
(Chaplain to the Forces.)

THE KIAOCHAU BUDGET.

The Kiaochau Budget, as presented to the
German Reichstag, is as follows, the figures
being in Marks, and the last two years' figures
being given for comparison:—

	1904	1903	1902
Income:—			
Colonial Income M.	5,530,000	455,000	360,000
Allowance of Trans- fer	12,583,000	12,876,000	12,440,000
Total	18,088,000	12,876,000	12,440,000
Expenses:			
Civil administration	984,504	989,964	709,147
Military administra- tion	2,094,356	2,441,755	2,368,539
Joint expenses	1,974,838	1,939,877	1,701,255
	5,053,748	5,349,316	4,689,239
Harbour	3,471,014	2,900,000	3,400,000
Other Public Works	1,784,400	1,834,300	2,165,000
Houses for Officers	100,000	30,000	200,000
Planting forests	80,000	100,000	45,000
Lighthouses, etc.	500,000	700,000	800,000
Floating docks	1,500,000	1,500,000	400,000
Electric Works	200,000		
Extraordinary ex- penses	7,697,000	7,470,000	7,775,000
Reserve funds	18,552	60,054	60,081
Permanent expenses	5,361,748	5,345,316	4,369,239
Total	18,088,000	12,876,000	12,440,000

The amount for the purchase and completion
of the electric works at singletons became nec-
essary, when the negotiations about a participation
of the Government failed in consequence of the
too high demands of the owners.

CHURCH SERVICES.

S. JOHN'S CATHEDRAL.
6th December: 2nd Sunday in Advent
Holy Communion, 7.30 a.m.

Mattins (11 a.m.).
Responses, Psalms; Venite, Alcock; Psalms,
Haves and Matthews; Benedictus, Ward in D;
Jubilate, Goodson in C; Anthem, "Call to
remembrance, O Lord," Farant.

Holy Communion, 12 noon.
Kyrie, Bakers in F (9); Hymns, 47 and 52.
Evangelion (5.45 p.m.).
Responses, Psalms; Psalms, Tullie, Tallis and
Rimbault; Magnificat, Wesley in F (1st M.);
Nunc Dimittis, Felton in E flat

SPORTING NOTES.

In this (for Hongkong) rigorous weather some keen cricket and football will be looked for to-day. The main event is the game on the Cricket Ground between the Interport XI and the Rest of the H.K.C.C.; but there are also three League cricket matches, and a Rugby football game. The Rest of the Club ought to be able to give the Interport team (minus Lumsden, Cooper, and Lowe, a valuable trio) a good fight, but they would have been stronger still had the *Blenheim* not been in Mrs. Bay. The loss of Eng. Lieut. Moore, not to mention Lieuts. Norfolk and Mahon, Messrs. Silver and Batchelor, who all have claims to a place, is no light one.

The League table at present stands as follows:—

	Pl.	Won	Lost	Drawn	Pla.
A. O. C.	5	4	1	0	12
Civil Service	4	3	0	1	10
R. E.	4	2	2	0	6
H. A. M. C.	4	1	2	1	4
Zamor	3	1	2	0	3
Craigengower	4	0	2	2	2
H. K. C. C. "A"	1	0	1	0	—
Parsons	1	0	1	0	—

The list is still headed by the Army Ordnance Corps, but the undefeated Civil Service C.C. is relatively in a better position. No other team at present looks dangerous, but as 14 games have to be played by each club to complete the season's play there is plenty of time for change. To-day's games are:—H.K.C.C. "A" team v. Craigengower C.C., Parsons C.C. v. A.O.C., and R.E. v. H.M.S. Zamor. The H.K.C.C. reserves ought to improve on their poor start, as they have a wide field to draw from.

A Rugby game to-day occupies the attention of the H.K.F.C., the opposition being furnished by a Naval XV. As the Club is almost at full strength—the popular Mr. A. N. Other does not figure in the pack to-day—the result ought to be a win for the landmen; but these naval teams have a knack of showing up well when least expected. The Associationists rest after their defeat on Thursday by the Royal Army Temperance Association by 1 goal to nil. They did not create much of a sensation on that occasion, but it must be remembered that they were not at all representative of the Club, and that the hard-working captain was a notable absentee, being engaged in bowling practice. It is to be trusted another month will see a more regular side turn out; otherwise there will be small prospect of the Shield coming their way. The R.A.T.A. (whose initials, by the way, puzzled many) seem to have a fair team. I don't know whether the pledge was actually signed by the defeated side immediately after Thursday's game, as an obscure rumour says.

The polo match to-day at Causeway Bay should provide an interesting spectacle. Scotland (Messrs C. H. Ross, F. H. Lyon, R. N. J. Johnstone, and Lieut. Simpkins) meet The World (Major Radcliff, Captains Nugent and Carleton, and Lieut. Knox, R.N.). For over a year now the Scots have never been beaten. The Irish contingent is numerous now, but is feeling the loss of Captain Badham-Thornhill. Nevertheless a challenge has been issued to Scotland and the match will probably come off soon. In that case it is expected that the acting Governor, for the first time in the history of the Colony, will be seen performing. H.E. would indeed have been in "The World's" team to-day, but for an important yachting engagement.

The following is the present state of the Royal Hongkong Yacht Club competitions:—

CHAMPIONSHIP CLASS.	
Vernon	30
Aileen	5
ONE-DESIGN CLASS.	
Kathleen	12
Mith	13
Erica	8
SECOND CLASS.	
Alannah	14
Gloria	11
Iris	1
Chanticleer	10

The Course for 4th Club race which takes place to-morrow is No. 2.

The date of the bowling match between the Hongkong Club and the Gormea Club is fast approaching. On Thursday the Hongkong Club team did very well in practice on their opponents' alleys, and indeed the impression is now in favour of a victory for them, though the Gormea started warm favourites. At any rate the contest on the 11th and 12th instant promises excitement in bowling circles.

24 griffins for the Jockey Club arrive here to-morrow by the *Chongkong* from Shanghai, and they will be drawn for on Monday afternoon at 4 o'clock.

At the Hankow Autumn Race Meeting, completed last week, the most successful owner was Mr. Fawcett with 6 firsts, 7 seconds, and 2 thirds. Mr. Bouchard followed with 5 firsts, 2 seconds, and a third. Mr. Moller was top in the list of jockeys by a long way, securing 8 firsts and 4 seconds in 16 mounts. Mr. Cox had 4 firsts, 5 seconds, and 2 thirds in 14 mounts.—The Foochow Autumn Meeting takes place on the 8th inst. and following days.

The F. Andrew's Stakes were run last Saturday at Shanghai in ideal weather. There were only three starters, so that the race was a somewhat tame one. The distances were 2 mile and 1 mile, and were easily won by length. The order of finishing was:—Mr. Ellis Kadoorie's *Malak* (Mr. P. Crighton), 1; Mr. C. Warf's *Chapack* (Mr. W. Williams), 2; Mr. F. Goro's *Umi* (Mr. E. U. Reid), 3.

The horse *Crescent* broke the world's trotting record for a mile at Wichita, Kansas, on the 19th October, going the distance in 1.59.4, beating the previous record, held by *Low Dillon* and *Major Delmar*, by a quarter of a second. Weather and track conditions were of the best.

OMPAX.

CRICKET.

INTERPORT XI v. REST OF CLUB.

The following will play in the match, The Interport XI v. The Rest of the Club, commencing at 12 (noon) sharp to-day:—

The Rest:—Capt. Boyd, R.A.; Major Chichester, A. Irwin, R.N.; J. E. Lee, F. Maitland, E. Mast, Lieut. V. de Paris, R.N., Capt. Radcliffe, R.E., Lieut. Rimington, S.F., T. Sercombe Smith and Eng. Lieut. L. Wall, R.N.

The Interport XI:—H. Arthur, R. E. O. Bird, J. T. Dixon, T. C. Gray, H. Hancock, R. Hancock (capt.), T. E. Pearce, Lieut. H. W. Smith, R.A., W. C. D. Turner, A. G. Ward, and A. N. Other.

It is a pity that the Interport team is not a fully representative one. A variety of circumstances have combined to prevent its being so. Lumsden is still laid up with his knee; Lowe, who was to have taken his place, is down with fever; and Cooper is unable to get away from his scholastic duties. T. C. Gray, who was in Shanghai during the Interport match, will fill one of the two vacancies; the other has not yet been arranged for.

LEAGUE MATCHES.

The following are the teams for the match Craigengower C.C. v. H.K.C.C. Reserves, to-day on the Craigengower ground, commencing at 2.15 p.m. sharp:—

C.C.C.:—R. Bass (capt.), L. E. Lammert, A. O. Brown, L. A. Rose, E. Ford, R. Pastonji, T. L. Cross, J. Craik, E. R. Herton, R. Houghton, and J. L. Stuart.

H.K.C.C. Reserves:—P. W. Goldring (capt.), G. P. Lammert, J. W. C. Bounar, G. H. Edwards, D. Piper, N. H. Rutherford, J. Hooper, C. P. Chatter, P. K. Kayett, F. H. Kaw, and another.

A League match will come off to-day on the Parsons Club ground, Happy Valley, between the A.O.C. and the Parsons C.C. The following will play for the Parsons:—

K. B. Cooper (captain), J. A. Chinoy, J. H. Ruttonjee, J. M. Master, B. K. Mehta, M. D. Vanie, J. N. Mehta, J. D. Norris, D. R. Captain, A. B. Arasia, and P. Bejonejo.

The A.O.C. team:—Capt. Davies, Hatwell, Skinner, Webb, Lillywhite, Butler, McGibbon, Robinson, Bradford, Bramley, and Burgess.

H.M.S. "AMPHITRITE" v. A.O.C.

Played on Happy Valley yesterday afternoon, this match ended in a win for the *Amphitrite*. Scores as follows:—

H.M.S. "AMPHITRITE"	
do Paris, b Davies	14
Dickinson, run out	4
Irwin, c Skinner b Davies	37
Phillips, b Davies	6
Erishaw, c Webb b Davies	8
Goldring, c Bradford b Davies	8
Stevenson, c Lillywhite b Davies	9
Elliot, b Bradford	7
Baumist, b Davies	2
Newwood, not out	6
Malvey, c Butler b Davies	9
Extras	5
Total	85
A.O.C.	
Webb, b Erishaw	4
Lillywhite, lbw b Erishaw	9
Capt. Davies, c do Paris b Erishaw	11
Skinner, lbw b Irwin	5
McGibbon, b do Paris	7
Butler, b do Paris	7
Burgess, c Erishaw b do Paris	1
Bradford, not out	11
Bromley, b Erishaw	5
Lushbrooke, c Baumist b Erishaw	3
Veale, b Erishaw	3
Extras	8
Total	74

TRADE OF SARAWAK, BRUNEI, AND BRITISH NORTH BORNEO.

Mr. Hewett, H.M.S. Consul at Brunei, in his report dated August last says that the trade of Brunei has declined on account of the unsatisfactory state of the Government, which has caused many traders to leave there. The Dutch factory exported 12,000 boxes of cutch, and paid a dividend for the year of 10 per cent, and is about to extend its business. The trade of Sarawak is in a thriving and prosperous condition, the cultivation of pepper especially being largely extended, and the planters, mostly Chinese, have done exceedingly well owing to the good prices ruling. The trade is mostly confined to Singapore and Hongkong. The Borneo Company having increased their gold-mining operations in Upper Sarawak and generally, the country is in a sound financial condition.

There is little prospect that the railway from Beaufort to Jesselton will be opened in the near future, though it was taken over from the contractors 18 months ago. The trade of the country has increased over that of 1901 by \$373,411 in imports, and \$927,471 in exports, the total business done being \$1,510,517. This does not include \$1,366,794, the value of gold exported. The output at Brookeborough Colliery was 20,810, that at Sadong Colliery being 12,465.

The Customs receipts for the year amounted to \$405,776.42, as against \$364,694.65 for the previous year, the increase being due to increased duties on exports of pepper and gutta, to imports of tobacco.

Mr. Darby, Consul at Sandakan, adds to this report that the import trade at Sandakan amounted to \$3,807,621.84, an increase of 15 per cent, over that of the previous year, the exports being \$3,283,447, showing a decrease of 31 per cent. The trade is mostly in the hands of Chinese and Klingas. Jungle produce, wrapper tobacco, and timber are the principal articles of export, the timber trade alone being valued at \$1,000,000 in the hands of Europeans, while the carrying trade is mostly done under the German flag. During the year the import duty on rice was taken off.

A BRITISH POSSESSION NEAR HONGKONG.

LAMMA ISLAND.

Of the numerous islands attached to the Colony of Hongkong, excepting, of course, Hongkong itself, Lamma is the largest. A company of Hongkongites armed themselves with shot-guns, and went there to look for birds, a few days ago. Landing from the steam launch on the eastern shore, not a great distance from Boulder Point, the northernmost projection, three pigeons were observed; they, however, were the only birds seen during the day. Setting out on country at a brisk pace through occasional—not many—paddy fields, beautiful partridge ground was traversed; the only thing wanting was the partridge. Long before villages were reached, wolly backed chow-dogs gave the alarm of *fan-kwai*. How Chinese dogs, unaccustomed to foreigners, do bark when an European approaches! Something, indeed, like water-buffaloes in Malaysia, when the great pot-bellied beasts charge like fury at Europeans who are only rescued from sudden death by little Malay boys, who run up and lead the savage beasts away. A goodly quantity of brushwood, trees, etc., were to be seen in the vicinity of the villages. Here and there was a patch of sweet potatoes or other vegetables around the mud-huts, into each of which some dozen persons were huddled. There were the usual poultry and pigs, but no other animals. Villagers themselves were nice people. Indeed, after seeing such good nature and hospitality, it is hard to believe some of the hair-raising stories of Kwangsi atrocities. As far as could be seen, the chief industries are fishing, gathering wood, and cutting grass. After a very successful, but not uneventful day, the party returned with one solitary pigeon. Better luck next time. One thing about Lamma Island is that it is not far off; it is, by sea, about five miles distant from Victoria City.

Lamma Island is an ideal little spot; the fact of its having attracted a fair population speaks for itself. Inhabitants are, for the most part, law-abiding people with no further ambition than to live and die as their forefathers did. It does not require a great police force to keep them in order. At the same time, it must be remembered that, as in Kwangsi at the present day, there once was a time, not so far back either, when inhabitants of places like Lamma Island had, for protection's sake, to throw in their lot with rebels, brigands, and others of like nature, who infested the China Seas. From north to south, Lamma Island is about four miles long; the greatest breadth is about two miles and a quarter. For a great part it is bordered by a sandy beach; there are numerous places to effect a comfortable landing. In spite of there being a goodly area of low-lying land, hillocks abound. The highest peak is 1,140 feet above the sea level, another is 791 feet; about 400 feet would be the average. Plover Bay, situated on the east coast, is an ideal spot for trippers; sheltered little nooks for camping out abound in the numerous valleys. Who knows but what some day Lamma Island will be the watering place for Hongkong? Bathing can be enjoyed there without fear of seaweed. When such comes to pass Macao, certainly, may look for another occupation.

POLICE COURT.

Friday, 4th December.

BEFORE MR. T. SERCOMBE SMITH (POLICE MAGISTRATE).

THEFTS.

Lee Shi was charged with stealing a solid gold ring, valued at \$25, from Li Lok, at 12, Hwai-n Street, on Thursday last. He had no defence and no witnesses, and the sentence was two months' hard labour, and three hours in the stocks; stocks to be placed in front of No. 12, Station Street.

Chan Chan, cook on board the s.s. *Tai-lee* mole 124, was charged with no defence, so he was given a fine of \$30 or two months' goal, with three hours in the stocks.

EXCESS PASSENGERS.—The Chinese master of a junk was charged with carrying 125 passengers in excess of the number permitted by his register. He admitted the charge, and also five previous convictions. His plea was that 70 were children, but the evidence went to show that there was only one child on board. He was fined \$250 with the alternative of 4 months' goal.

REFUSING TO PAY VEHICLE HIRE.—Private C. B. Keir, of the B.M.L.L., belonging to H.M.S. *Amphitrite*, was charged with refusing to pay 25 cents vehicle-hire on Thursday, and with assaulting the chauffeur. He pleaded guilty, stating that he was in drink, and did not know what he was doing. His Worship ordered him to pay the 25 cents fare, \$1 compensation to the complainant, and \$4 fine.

BURGLARY.—Ma Ban, and Ip Sing were charged with stealing, and Chan Su, a woman of ill-fame, of 26 Kennedy Street, with receiving gold and silver jewelry, the property jointly of S. K. and Li Mun. The jewelry was valued at \$397.85. The first two defendants entered the house of the proprietors, and by force of arms intimidated them and presented their pistols at their heads, and after making the place up to their ears with their booty, which they took to the third defendant, who, it was alleged, received it well knowing the same to have been stolen. The case was remanded.

CRUELTY TO ANIMALS.—Lau Fat was charged with cruelty to pigs, packing them three in a crate only intended for one, and tying their feet together with a thin string so tightly as to cut into them. He was fined \$25 or one month.

2nd Term of junk No. 231, was given a similar sentence for cruelty to a bullock by confining it in too small quarters on his junk.

SHIPPING NOTES.

FREIGHTS.

There has been a decided improvement in the Yangtze homeward freight market with regard to the quantity of cargo offering for London and the Continent. Steamers have had to shut out large quantities of cargo at Shanghai. As the tea season is drawing to a close, however, this very satisfactory state of affairs is not expected to last long.

COAL.

Large quantities of Japanese coal having been imported into Hongkong, the natives have, apparently, more on their hands than they know what to do with. Importers find it quite impossible to dispose of any quantity as most of their holdings are of the common kind. There has, perhaps been a slight decline in freights, with a weaker tendency.

SHIPMENTS.

We mentioned yesterday under the heading of "Shipping Notes," that two Japanese cruisers arrived from the north on Thursday. They were the flagship *Taka-hiko*, and the *Zikishikima*. The former left Amoy 29th ult. the latter 30th ult.

H. M. sloop *Phania* arrived from Japan on Thursday afternoon. She left Yokohama 29th ult., Swatow 2nd inst., Mira Bay 3rd inst.

The French cruiser *Montcalm* arrived at Woosung from Nagasaki, with Admiral Bayle on board last Monday. She remained there while the Admiral came up to Shanghai in the French gunboat *Surprise*.

The French cruiser *Pascal* came to Nagasaki from Kobe, en route to Shanghai, on the 29th ult. She was due at Woosung last Monday evening.

Mon-of-war in Nagasaki on the 25th November.—U. S. S. *Vicksburg*; French, *Montcalm*, *Surprise*, *Pascal*. The Italian cruiser *Vettor Pisani*, with Commodore Cail on board, and the *Piemonte*, left Nagasaki on the 25th ult. for Chemulpo.

The German flagship *Farst Bismark* arrived at Nagasaki from Tsingtao last inst. She is to undergo repairs at the Mitsui Bishi's engine works.

STRAITS COLLISION CASE.

On the 23rd ult. in the marine court of enquiry, Singapore, the *Sappho*—*Lombard* collision case terminated. The Court severely censured the master of the *Sappho*, while holding that there had been an error of judgment on the part of the *Lombard*.

WEATHER OUTSIDE.

A strong northerly gale retarded the passage of the s.s. *Kiang Tung*. She arrived from Macao in ballast yesterday.

Rough weather was experienced by the s.s. *Rosetta-mare* between Manila and Hongkong. She arrived yesterday.

Strong north-east monsoon between Amoy and Hongkong is reported by Captain T. Yamaya of the Japanese cruiser *Akizuki*. A moderate gale between Amoy and Hongkong is reported by Captain Mori of the Japanese cruiser *Tokushiki*.

Strong north-westerly gale was experienced by H. M. S. *Phania* from Japan to Formosa Channel; thence to Hongkong light monsoon with fine weather.

Moderate weather between Swatow and Hongkong is reported by Captain Ogata of the *Daigun-maru*.

COASTWISE.

General cargo was received from the s.s. *Germania* by Messrs. Jensen & Co. yesterday. The *Germania* left Newchwang 29th ult., Chefoo (with passengers) 30th ult.

The s.s. *Hulstine*—agents Messrs. Jensen & Co.—arrived yesterday. She left Swatow 3rd inst.

The O.S.K. s.s. *Daigun-maru* arrived with passengers, and general cargo yesterday. She left Tamsui 29th ult., Swatow 3rd inst.

MAILS.

The N. Y. K. s.s. *Sanuki-maru*, Captain Townsend, arrived from the west with a mail, passengers, and general cargo, yesterday. She left London 23rd October, Singapore 27th November.

The T. K. K. s.s. *Rosetta-mare* arrived from Manila with three bags of mail, and passengers, yesterday.

The P. & O. s.s. *Chusan* arrived from the north—she left Shanghai 1st inst.—with a mail, and passengers yesterday. The *Chusan* is on the Shanghai-Bombay run; she touches at Hongkong, Singapore, Penang, Colombo. At Colombo she connects with the homeward Australian mail steamer.

LATEST STEAMER MOVEMENTS.—The C.P.R. steamer *Empress of China* left Vancouver on the 3rd ult., p.m., for Hongkong via the usual ports of call. The C.N. steamer *Sunghing* left Manila for this port on the 2nd inst., and is expected here to-day, at daylight.

The A.A. steamer *Arara*, from New York, left Singapore on the 3rd inst., p.m., for Manila, and is due here on the 14th inst.

The P. & O. steamer *China*, with mails, etc., which left Hongkong 6th for San Francisco, via Shanghai, etc., arrived at her destination on the 2nd inst., two days ahead.

JOINT STOCK-SHARES.

Messrs. Vernon & Smyth say in their weekly share report, dated Hongkong, 4th November.—A moderate volume of business, mostly at hardening rates, has been transacted during the past week, and a further substantial advance established in Banks.

BANKS.—Hongkong and Shanghai have been in active demand throughout the week, and the prices have risen steadily from \$685 to \$670 with sales at these and intermediate rates, the market closing firm with further buyers at the latter rate.

The London quotation unchanged at \$28.10. 10d. Nationals are firmer with sales and further buyers at \$39.

MAINE.—INSURANCE.—Unions have been booked at \$4674, \$499 and \$4923, closing with a few sellers at \$491. China Traders have been placed at \$6, at which rate, few more shares are wanted.

FIRE INSURANCE.—Hongkongers are weaker with sellers at \$315. China have been done at \$29 and \$30, and more shares are procurable at the higher figure.

SHIPPING.—Hongkong, Canton and Macao have continued in demand, and after sales at \$391, \$31 and \$313 are now enquired for at \$32. Trade-Chinese are firmer with sales at \$75 and \$76 and further buyers at the higher rate. China-Manifas have again been booked at \$15. Douglases have sold at \$30, and a few more shares can be placed. Star Ferrites have im-

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proved and can now be placed at \$24 and \$18 for the old and new issues respectively. Shall Transports are in the market at £1. 3s. 6d. after sales at £1. 2s. 6d. and £1. 3s. 6d.

REFINERIES.—China Sugars have been booked at \$105. Lezons continue on offer at \$11. MINING.—No business is reported under this head and quotations are unchanged.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks are easier with sellers at \$206. Hongkong and Kowloon Wharves have sold at \$90 and \$91, and more shares are enquired for at \$90. New Amoy Docks are unchanged with sellers at \$88. Farnham's are quoted steady at \$12. 12 1/2.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have been done to a fair extent at \$151, at which rate there are further sellers. Kowloon Lands are quiet at \$35, and West Point at \$32, with a small sale reported in the latter stock. Humphreys' Estates are firm with buyers at \$11 after sales at this figure. Hongkong Hotels are enquired for at \$140.

COTTON MILLS.—Ewos have advanced in the North to \$14, buyers, and Internationals to \$11. 25. Hongkongers have been booked and have further buyers at \$15.

MISCELLANEOUS.—Green Island Cements have advanced to \$24 buyers. China Borneo have been booked at \$8, and Watsons at \$14, the interim dividend of 50 c-nits per share on account of 1903 paid on the 30th ult. Electric have been sold at \$12 and \$13 for the old and new issues respectively, and close with further buyers. Steam Water-Banks can be placed at \$1. 1/2 after sales at \$14 and \$15. 6d. China Providents continue in request at \$9 to \$9 1/2. Watkins have been done at \$74, and Powells at \$820, the latter closing with further buyers.

MEMOS.—China Traders Insurance Co. Ltd. ordinary yearly meeting on the 8th inst. Humphreys' Estate and Finance Co. Ltd. new issue of capital will be allotted to shareholders on application. Transfer books close on the 17th inst. until the 4th January 1904.

THE "ARNOLD LUYKEN" FIRE.

The N.C. Daily News publishes the following details of the fire on the s.s. *Arnold Luyken* and the rescue of the survivors. The vessel was on a voyage from Langkat via Hongkong to Tientsin with a crew of six Europeans and 29 Chinese. Her cargo was kerosene oil in casks and without. The fire broke out at 4 a.m. on the 3rd ult. with a strong N.E. wind blowing and high sea, when the vessel was about 20 miles north-east of Tarnabat. The captain of the C.N.S. *Changchow* reports that he was bound to Amoy on the 23rd ult. and at about 4.15 a.m. on the 23rd ult. saw a light and glare in the sky, and steering for it, found it to be a steamer on fire. She was at 15 miles distant when first seen, and at 10 miles when the *Changchow* got near. The vessel was found to be in flames from the bow to the stern, and was seen to be sinking. As soon as it was daylight, it was seen that there were some people still on board, and with rafts alongside. Shortly after, five Chinese left on one raft and were picked up by the *Changchow*. The captain and 2nd mate next on another raft, these being the last to leave the vessel. The *Changchow* went next searching to leeward and found a raft with the 2nd engineer and two Chinese on it. There being nothing more to be seen in that direction, the *Changchow* returned to the wreck, searching by the way, and saw some pieces of wreckage to windward. The steamer was now in flames from stem to stern, and the masts had fallen. Following the wreckage to windward for four or five miles, Captain Pearce of the *Changchow* found the *Luyken's* life-boat, with the chief engineer and one Chinese. Their boat had been stove in and swamped on launching. One Chinese was washed out of the boat and sunk in sight. Captain Pearce continued searching about for some time, but found nothing further, so at 9.45 p.m. he proceeded on his voyage, leaving the *Arnold Luyken* completely enveloped in flames, with constant explosions. The members of the crew saved by the *Changchow* were: Captain C. Ueberfeldt; G. Andreo, 2nd mate; H. Matua, chief engineer; H. Ligen, 2nd engineer, badly burned; and 12 Chinese. They were landed at Amoy, and taken charge of by the German Consul there.



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